

# Fatality Analysis Reporting System General Estimates System

## **2011 DATA SUMMARY**









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## FARS AND GES DATA

The Fatality Analysis Reporting System (FARS), which became operational in 1975, contains data on a census of fatal traffic crashes within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public, and must result in the death of an occupant of a vehicle or a nonoccupant within 30 days of the crash.

The 2011 FARS data file used for the statistics in this report was created in August 2012. The updated final counts for 2010 are reflected in this report. The updated final counts for 2011 will be reflected in the 2012 report.

Data in the General Estimates System (GES) are obtained from a nationally representative probability sample selected from all police-reported crashes. The system began operation in 1988. To be eligible for the GES sample, a police accident report (PAR) must be completed for the crash, and the crash must involve at least one motor vehicle traveling on a trafficway and must result in property damage, injury, or death.

The 2011 GES file used for the statistics in this report was completed in September 2012.



## DATA AVAILABILITY

FARS and GES data can be obtained by downloading any of the published files from the Internet, at <ftp://ftp.nhtsa.dot.gov/FARS> or <ftp://ftp.nhtsa.dot.gov/GES>. The files are available in SAS, sequential ASCII, and (for FARS only, not GES) DBF file formats. FARS data can also be accessed on the Web at [www-fars.nhtsa.dot.gov](http://www-fars.nhtsa.dot.gov). Requests for more information from FARS or GES or for a copy of the data files should be directed to:

National Highway Traffic Safety Administration  
National Center for Statistics and Analysis, NVS-424  
1200 New Jersey Avenue SE  
Washington, DC 20590  
202-366-4198 or 800-934-8517  
Email: [NCSAWeb@dot.gov](mailto:NCSAWeb@dot.gov)

Requests for more information may also be submitted online via NCSA's Customer Automated Tracking System (CATS) at [www-nrd.nhtsa.dot.gov/CATS/index.aspx](http://www-nrd.nhtsa.dot.gov/CATS/index.aspx).



# Exhibit 1 - 2011 Traffic Fatalities by State and Percent Change From 2010

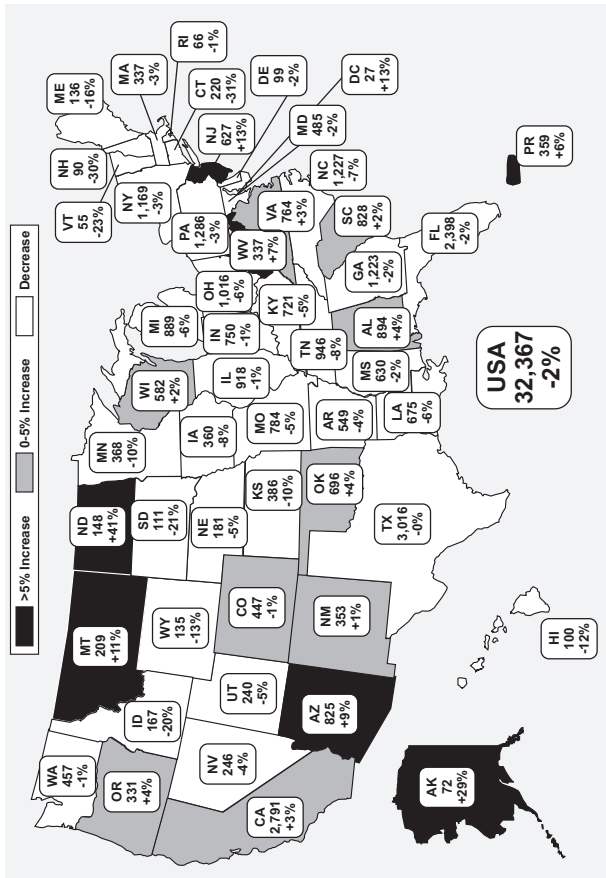




Exhibit 2 - **Crashes by Crash Severity, 2002-2011**

Year	Crash Severity			
	Fatal	Injury	Property Damage Only	Total
2002	38,491	1,929,000	4,348,000	<b>6,316,000</b>
2003	38,477	1,925,000	4,365,000	<b>6,328,000</b>
2004	38,444	1,862,000	4,281,000	<b>6,181,000</b>
2005	39,252	1,816,000	4,304,000	<b>6,159,000</b>
2006	38,648	1,746,000	4,189,000	<b>5,973,000</b>
2007	37,435	1,711,000	4,275,000	<b>6,024,000</b>
2008	34,172	1,630,000	4,146,000	<b>5,811,000</b>
2009	30,862	1,517,000	3,957,000	<b>5,505,000</b>
2010	30,296	1,542,000	3,847,000	<b>5,419,000</b>
2011	29,757	1,530,000	3,778,000	<b>5,338,000</b>



### Exhibit 3 - Fatality and Injury Rates per Population and Vehicle Miles Traveled, 2002-2011

Killed					
Year	Fatalities	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
2002	43,005	287,625	14.95	2,856	1.51
2003	42,884	290,108	14.78	2,890	1.48
2004	42,836	292,805	14.63	2,965	1.44
2005	43,510	295,517	14.72	2,989	1.46
2006	42,708	298,380	14.31	3,014	1.42
2007	41,259	301,231	13.70	3,031	1.36
2008	37,423	304,094	12.31	2,977	1.26
2009	33,883	306,772	11.05	2,957	1.15
2010	32,999	309,330	10.67	2,967	1.11
2011	32,367	311,592	10.39	2,946	1.10
Injured					
Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 Population	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million VMT
2002	2,926,000	287,625	1,017	2,856	102
2003	2,889,000	290,108	996	2,890	100
2004	2,788,000	292,805	952	2,965	94
2005	2,699,000	295,517	913	2,989	90
2006	2,575,000	298,380	863	3,014	85
2007	2,491,000	301,231	827	3,031	82
2008	2,346,000	304,094	771	2,977	79
2009	2,217,000	306,772	723	2,957	75
2010	2,239,000	309,330	724	2,967	75
2011	2,217,000	311,592	711	2,946	75

Sources: Vehicle Miles Traveled—Federal Highway Administration; Population—U.S. Bureau of the Census.



**Exhibit 4 - Vehicles Involved in Crashes by Vehicle Type and Crash Severity, 2011**

Vehicle Type	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	17,442	39.7	1,571,000	57.0	3,740,000	56.6	5,328,000	56.6
Light Truck	16,740	38.1	1,026,000	37.2	2,582,000	39.0	3,625,000	38.5
Large Truck	3,608	8.2	63,000	2.3	221,000	3.3	287,000	3.1
Motorcycle	4,749	10.8	77,000	2.8	18,000	0.3	100,000	1.1
Bus	244	0.6	13,000	0.5	44,000	0.7	57,000	0.6
Other	535	1.2	6,000	0.2	7,000	0.1	14,000	0.1
Total	*43,945	100.0	2,756,000	100.0	6,612,000	100.0	9,412,000	100.0

\*Includes 627 vehicles of unknown type involved in fatal crashes.



### Exhibit 5 - Passenger Car Occupant Fatality and Injury Rates per Vehicle Miles Traveled, 2002-2011

Year	Vehicle Miles Traveled (Millions)	Passenger Car Occupants Killed	Fatality Rate per 100 Million VMT	Passenger Car Occupants Injured	Injury Rate per 100 Million VMT
2002	1,613,749	20,569	1.27	1,805,000	112
2003	1,613,543	19,725	1.22	1,756,000	109
2004	1,629,955	19,192	1.18	1,643,000	101
2005	1,616,908	18,512	1.14	1,573,000	97
2006	1,616,328	17,925	1.11	1,475,000	91
2007	1,554,673	16,614	1.07	1,379,000	89
2008	1,524,331	14,646	0.96	1,304,000	86
2009	1,510,339	13,135	0.87	1,216,000	81
2010	1,507,716	12,491	0.83	1,253,000	83
2011	1,495,303	11,981	0.80	1,240,000	83

Note: In 2011, the Federal Highway Administration implemented an enhanced methodology for estimating vehicle miles traveled by vehicle type. These revisions were applied to data from 2007 through 2011. In some cases the changes were significant and should be taken into account when comparing vehicle miles traveled for 2006 and earlier years with the numbers for 2007 and later years.

Source: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA.



### Exhibit 6 - **Light Truck Occupant Fatality and Injury Rates per Vehicle Miles Traveled, 2002-2011**

Year	Vehicle Miles Traveled (Millions)	Light Truck Occupants Killed	Fatality Rate per 100 Million VMT	Light Truck Occupants Injured	Injury Rate per 100 Million VMT
2002	1,010,759	12,274	1.21	879,000	87
2003	1,042,444	12,546	1.20	889,000	85
2004	1,097,099	12,674	1.16	900,000	82
2005	1,132,564	13,037	1.15	872,000	77
2006	1,156,697	12,761	1.10	857,000	74
2007	1,136,361	12,458	1.10	841,000	74
2008	1,105,882	10,816	0.98	768,000	69
2009	1,122,909	10,312	0.92	759,000	68
2010	1,140,740	9,782	0.86	733,000	64
2011	1,151,338	9,272	0.81	728,000	63

Note: In 2011, the Federal Highway Administration implemented an enhanced methodology for estimating vehicle miles traveled by vehicle type. These revisions were applied to data from 2007 through 2011. In some cases the changes were significant and should be taken into account when comparing vehicle miles traveled for 2006 and earlier years with the numbers for 2007 and later years.

Source: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA.



### Exhibit 7 - Large Truck Occupant Fatality and Injury Rates per Vehicle Miles Traveled, 2002-2011

Year	Vehicle Miles Traveled (Millions)	Large Truck Occupants Killed	Fatality Rate per 100 Million VMT	Large Truck Occupants Injured	Injury Rate per 100 Million VMT
2002	214,603	689	0.32	26,000	12
2003	217,876	726	0.33	27,000	12
2004	220,811	766	0.35	27,000	12
2005	222,523	804	0.36	27,000	12
2006	222,513	805	0.36	23,000	10
2007	304,178	805	0.26	23,000	8
2008	310,680	682	0.22	23,000	7
2009	288,306	499	0.17	17,000	6
2010	286,527	530	0.18	20,000	7
2011	267,207	635	0.24	23,000	8

Note: In 2011, the Federal Highway Administration implemented an enhanced methodology for estimating vehicle miles traveled by vehicle type. These revisions were applied to data from 2007 through 2011. In some cases the changes were significant and should be taken into account when comparing vehicle miles traveled for 2006 and earlier years with the numbers for 2007 and later years.

Source: Vehicle Miles Traveled—Federal Highway Administration.



### Exhibit 8 - Motorcyclist Fatality and Injury Rates per Vehicle Miles Traveled, 2002-2011

Year	Vehicle Miles Traveled (Millions)	Motorcyclists Killed	Fatality Rate per 100 Million VMT	Motorcyclists Injured	Injury Rate per 100 Million VMT
2002	9,552	3,270	34.23	65,000	677
2003	9,576	3,714	38.78	67,000	701
2004	10,122	4,028	39.79	76,000	755
2005	10,454	4,576	43.77	87,000	835
2006	12,049	4,837	40.14	88,000	727
2007	21,396	5,174	24.18	103,000	481
2008	20,811	5,312	25.52	96,000	461
2009	20,822	4,469	21.46	90,000	430
2010	18,513	4,518	24.40	82,000	443
2011	18,500	4,612	24.93	81,000	440

Note: In 2011, the Federal Highway Administration implemented an enhanced methodology for estimating vehicle miles traveled by vehicle type. These revisions were applied to data from 2007 through 2011. In some cases the changes were significant and should be taken into account when comparing vehicle miles traveled for 2006 and earlier years with the numbers for 2007 and later years.

Source: Vehicle Miles Traveled—Federal Highway Administration.



## Exhibit 9 - Fatalities in School Transportation Related Crashes, 2002-2011

Year	Occupants of School Transportation Vehicle*			Pedestrians		Other Non-occupants	Occupants of Other Vehicle	Total
	Driver	Passenger	Total	Struck by School Vehicle*	Struck by Other Vehicle			
2002	1	2	3	16	4	6	100	129
2003	6	5	11	22	5	2	100	140
2004	3	4	7	27	3	3	93	133
2005	5	5	10	27	3	7	87	134
2006	3	5	8	19	3	2	118	150
2007	4	1	5	16	2	6	112	142
2008	4	15	19	20	1	8	104	152
2009	2	3	5	13	8	1	91	118
2010	6	10	16	21	5	4	84	130
2011	7	4	11	11	9	5	87	123
<b>Total</b>	<b>41</b>	<b>54</b>	<b>95</b>	<b>192</b>	<b>43</b>	<b>44</b>	<b>976</b>	<b>1,351</b>
Average	4	5	10	19	4	4	98	135

\*Includes school bus body type and non-school bus used as school bus.

\*\*Includes 1 pedestrian fatality for which the striking vehicle was not identified.



### Exhibit 10 - **Persons Killed, by Highest Driver Blood Alcohol Concentration in the Crash, 1982-2011**

Year	BAC = .00		BAC = .01-.07		BAC = .08+		Total	
	No.	%	No.	%	No.	%	No.	%
	19,771	45	2,912	7	21,113	48	43,945	100
1983	19,787	46	2,588	6	20,051	47	42,589	100
1984	21,429	48	3,007	7	19,638	44	44,257	100
1985	22,589	52	2,974	7	18,125	41	43,825	100
1986	22,896	50	3,487	8	19,554	42	46,087	100
1987	24,186	52	3,238	7	18,813	41	46,390	100
1988	25,164	53	3,156	7	18,611	40	47,087	100
1989	25,152	55	2,793	6	17,521	38	45,582	100
1990	23,823	53	2,901	7	17,705	40	44,599	100
1991	23,025	55	2,480	6	15,827	38	41,508	100
1992	22,726	58	2,352	6	14,049	36	39,250	100
1993	23,979	60	2,300	6	13,739	34	40,150	100
1994	24,948	61	2,236	5	13,390	33	40,716	100
1995	25,768	62	2,416	6	13,478	32	41,817	100
1996	26,052	62	2,415	6	13,451	32	42,065	100
1997	26,902	64	2,216	5	12,757	30	42,013	100
1998	26,477	64	2,353	6	12,546	30	41,501	100
1999	26,798	64	2,235	5	12,555	30	41,717	100
2000	26,082	62	2,422	6	13,324	32	41,945	100
2001	26,334	62	2,441	6	13,290	31	42,196	100
2002	27,080	63	2,321	5	13,472	31	43,005	100
2003	27,328	64	2,327	5	13,096	31	42,884	100
2004	27,413	64	2,212	5	13,099	31	42,836	100
2005	27,423	63	2,404	6	13,582	31	43,510	100
2006	26,633	62	2,479	6	13,491	32	42,708	100
2007	25,611	62	2,494	6	13,041	32	41,259	100
2008	23,499	63	2,115	6	11,711	31	37,423	100
2009	21,051	62	1,972	6	10,759	32	33,883	100
2010	21,005	64	1,771	5	10,136	31	32,999	100
2011	20,752	64	1,633	5	9,878	31	32,367	100

Notes: BAC = .08+ indicates alcohol-impaired driving. Total fatalities include those in which there was no driver or motorcycle rider present. NHTSA estimates alcohol involvement when alcohol test results are unknown. Blood alcohol concentrations (BACs) measured in grams per deciliter (g/dL).



### Exhibit 11 - Persons Killed and Percent Alcohol-Impaired Driving During Holiday Periods, 2002-2011

Year	Killed	Alcohol-Impaired Driving*	Killed	Alcohol-Impaired Driving*	Killed	Alcohol-Impaired Driving*
	Holiday Period**					
	New Year's Day		Memorial Day		Fourth of July	
2002	575 (4)	41%	494 (3)	37%	685 (4)	36%
2003	220 (1)	49%	481 (3)	37%	519 (3)	43%
2004	563 (4)	40%	514 (3)	38%	524 (3)	40%
2005	472 (3)	38%	532 (3)	39%	591 (3)	44%
2006	456 (3)	42%	511 (3)	40%	659 (4)	37%
2007	391 (3)	40%	492 (3)	37%	202 (1)	45%
2008	424 (4)	41%	425 (3)	41%	494 (3)	44%
2009	467 (4)	40%	473 (3)	42%	412 (3)	39%
2010	297 (3)	48%	399 (3)	40%	393 (3)	38%
2011	315 (3)	43%	406 (3)	40%	428 (3)	38%
	Labor Day		Thanksgiving		Christmas	
2002	543 (3)	45%	551 (4)	36%	131 (1)	40%
2003	507 (3)	38%	562 (4)	36%	520 (4)	37%
2004	502 (3)	38%	574 (4)	30%	389 (3)	38%
2005	507 (3)	40%	629 (4)	37%	402 (3)	40%
2006	508 (3)	37%	635 (4)	34%	395 (3)	42%
2007	520 (3)	42%	553 (4)	35%	478 (4)	38%
2008	493 (3)	40%	507 (4)	35%	426 (4)	32%
2009	362 (3)	38%	413 (4)	34%	262 (3)	36%
2010	406 (3)	35%	431 (4)	40%	264 (3)	35%
2011	381 (3)	36%	383 (4)	33%	265 (3)	35%

\*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater.

\*\*The number of whole days in the holiday period is shown in parentheses. The length of the holiday period depends on the day on which the legal holiday falls, as follows: • If the holiday falls on *Monday*, the holiday period is from 6 p.m. Friday to 5:59 a.m. Tuesday. • If the holiday falls on *Tuesday*, the holiday period is from 6 p.m. Friday to 5:59 a.m. Wednesday. • If the holiday falls on *Wednesday*, the holiday period is from 6 p.m. Tuesday to 5:59 a.m. Thursday. • If the holiday falls on *Thursday*, the holiday period is from 6 p.m. Wednesday to 5:59 a.m. Monday. • If the holiday falls on *Friday*, the holiday period is from 6 p.m. Thursday to 5:59 a.m. Monday. • Number of days and number of hours incorporated: 1 day (36 hours), 2 days (60 hours), 3 days (84 hours), 4 days (108 hours).



### Exhibit 12 - Drivers in Fatal Crashes by Blood Alcohol Concentration and Sex, 1982-2011

Year	Male				Female	
	Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	44,370	44	38	10,675	27	22
1983	42,812	43	37	10,958	25	22
1984	44,723	41	35	11,907	25	20
1985	44,846	38	32	12,142	22	18
1986	46,653	40	33	12,744	22	17
1987	46,884	37	32	13,614	21	17
1988	47,402	37	31	13,951	20	16
1989	45,448	35	30	14,054	19	16
1990	44,281	37	32	13,726	20	16
1991	40,731	35	30	12,825	19	16
1992	38,598	33	28	12,596	18	15
1993	39,556	32	27	13,082	17	14
1994	40,233	30	26	13,567	17	14
1995	41,235	30	25	14,184	16	13
1996	41,376	29	25	14,850	16	13
1997	40,954	28	24	14,954	15	12
1998	40,816	28	23	15,089	15	12
1999	41,012	28	23	14,835	14	12
2000	41,795	29	24	14,790	16	13
2001	41,901	29	24	14,919	15	13
2002	42,377	29	25	14,999	15	12
2003	42,586	28	24	15,211	14	12
2004	42,250	28	24	15,384	15	12
2005	43,282	28	24	15,059	16	13
2006	42,223	29	24	14,753	18	15
2007	41,053	29	24	14,184	16	13
2008	37,061	29	25	12,627	16	13
2009	32,882	30	25	11,864	16	13
2010	32,079	28	24	11,859	17	15
2011	31,809	28	24	11,209	16	14

Notes: NHTSA estimates alcohol involvement when alcohol test results are unknown. Blood alcohol concentrations (BACs) measured in grams per deciliter (g/dL).



### Exhibit 13 - Pedestrians Killed, 14 Years and Older, by Blood Alcohol Concentration, 1982-2011

Year	BAC = .00		BAC = .01-.07		BAC = .08+		Total	
	No.	%	No.	%	No.	%	No.	%
1982	3,132	51	321	5	2,701	44	6,154	100
1983	2,905	51	297	5	2,508	44	5,710	100
1984	3,159	53	283	5	2,465	42	5,907	100
1985	3,072	54	342	6	2,288	40	5,702	100
1986	3,104	54	334	6	2,264	40	5,702	100
1987	3,188	56	344	6	2,183	38	5,715	100
1988	3,364	58	287	5	2,173	37	5,825	100
1989	3,164	56	300	5	2,193	39	5,658	100
1990	3,185	57	260	5	2,150	38	5,595	100
1991	2,862	57	236	5	1,907	38	5,005	100
1992	2,712	56	231	5	1,868	39	4,812	100
1993	2,792	57	199	4	1,869	38	4,860	100
1994	2,782	59	230	5	1,725	36	4,737	100
1995	2,871	59	225	5	1,801	37	4,896	100
1996	2,749	58	212	4	1,816	38	4,777	100
1997	2,889	61	177	4	1,649	35	4,715	100
1998	2,743	59	248	5	1,689	36	4,680	100
1999	2,568	58	194	4	1,657	37	4,419	100
2000	2,535	59	213	5	1,541	36	4,288	100
2001	2,666	60	220	5	1,567	35	4,453	100
2002	2,670	60	193	4	1,589	36	4,451	100
2003	2,621	60	192	4	1,570	36	4,383	100
2004	2,563	60	208	5	1,535	36	4,306	100
2005	2,778	61	197	4	1,566	34	4,541	100
2006	2,580	58	222	5	1,661	37	4,463	100
2007	2,585	59	207	5	1,594	36	4,386	100
2008	2,409	58	183	4	1,553	37	4,145	100
2009	2,290	59	174	5	1,404	36	3,869	100
2010	2,447	60	192	5	1,416	35	4,055	100
2011	2,474	59	190	5	1,545	37	4,209	100

Notes: NHTSA estimates alcohol involvement when alcohol test results are unknown. Blood alcohol concentrations (BACs) measured in grams per deciliter (g/dL).



**Exhibit 14 - Persons Killed, by Age and Highest Driver Blood Alcohol Concentration in the Crash, 2011**

Age (Years)	Highest Driver BAC in Crash									
	.00		.01-.07		.08 or Higher*		.01 and Higher		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%
<5	282	78	15	4	63	17	78	22	360	100
5-9	286	83	9	3	48	14	57	17	344	100
10-15	504	79	30	5	102	16	131	21	637	100
16-20	2,136	63	224	7	1,036	30	1,260	37	3,410	100
21-24	1,592	49	212	6	1,469	45	1,681	51	3,282	100
25-34	2,765	50	310	6	2,393	44	2,703	49	5,497	100
35-44	2,419	56	237	5	1,656	38	1,893	44	4,323	100
45-54	3,168	62	254	5	1,646	32	1,900	37	5,077	100
55-64	2,892	73	174	4	896	23	1,070	27	3,976	100
65-74	2,114	84	83	3	325	13	409	16	2,531	100
>74	2,555	89	81	3	226	8	307	11	2,870	100
Unknown	39	65	4	6	18	29	21	35	60	100
Total	20,752	64	1,633	5	9,878	31	11,510	36	32,367	100

\*BAC of .08 g/dL or higher indicates alcohol-impaired driving.

Notes: NHTSA estimates alcohol involvement when alcohol test results are unknown. Blood alcohol concentrations (BACs) measured in grams per deciliter (g/dL).



Exhibit 15 - **Age and Alcohol, 2011**

Age Group (years)	Drivers Involved in Fatal Crashes			Pedestrian Fatalities		
	Total	BAC = .08+		Total	BAC = .08+	
		No.	%		No.	%
<16	115	9	8%	264	5	2%
16–20	4,292	846	20%	252	62	25%
21–34	12,982	3,999	31%	930	462	50%
35–54	14,551	3,262	22%	1,460	695	48%
55–64	5,542	767	14%	656	232	35%
65+	5,469	348	6%	845	92	11%
Unknown	717	65	9%	25	12	48%
<b>Total</b>	<b>43,668</b>	<b>9,296</b>	<b>21%</b>	<b>4,432</b>	<b>1,559</b>	<b>35%</b>

Notes: NHTSA estimates alcohol involvement when alcohol test results are unknown. Blood alcohol concentrations (BACs) measured in grams per deciliter (g/dL). BAC of .08 g/dL or higher indicates alcohol-impaired driving.



Exhibit 16 - **Persons Killed or Injured, by Person Type and Injury Severity, 2011**

Person Type	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapaci- tating	Non- incapaci- tating	Other		
<b>Vehicle Occupants</b>						
Driver	16,430	93,000	404,000	919,000	1,416,000	1,432,000
Passenger	5,953	35,000	152,000	407,000	593,000	599,000
Unknown Occupant	65	*	*	*	1,000	1,000
<i>Subtotal</i>	22,448	128,000	556,000	1,326,000	2,010,000	2,032,000
<b>Motorcyclists</b>	<b>4,612</b>	<b>20,000</b>	<b>39,000</b>	<b>22,000</b>	<b>81,000</b>	<b>86,000</b>
<b>Nonoccupants</b>						
Pedestrian	4,432	12,000	24,000	33,000	69,000	73,000
Pedalcyclist	677	6,000	22,000	21,000	48,000	49,000
Other/Unknown	198	1,000	3,000	5,000	9,000	9,000
<i>Subtotal</i>	5,307	19,000	49,000	58,000	126,000	131,000
<b>Total</b>	<b>32,367</b>	<b>167,000</b>	<b>643,000</b>	<b>1,407,000</b>	<b>2,217,000</b>	<b>2,249,000</b>

\*Less than 500.



### Exhibit 17 - Related Factors for Drivers and Motorcycle Riders Involved in Fatal Crashes, 2011

Factors	Number	Percent
Driving too fast for conditions or in excess of posted speed limit	9,080	20.8
Under the influence of alcohol, drugs or medication	6,042	13.8
Failure to keep in proper lane	4,039	9.2
Failure to yield right of way	3,148	7.2
Distracted (phone, talking, eating, object, etc.)	3,085	7.1
Operating vehicle in erratic, reckless, or negligent manner	2,604	6.0
Overcorrecting/oversteering	2,080	4.8
Failure to obey traffic signs, signals, or officer	1,826	4.2
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	1,741	4.0
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,301	3.0
Drowsy, asleep, fatigued, ill, or blackout	1,152	2.6
Driving wrong way on one-way trafficway or on wrong side of road	1,082	2.5
Making improper turn	1,015	2.3
Other factors	6,562	15.0
None reported	13,012	29.8
Unknown	4,569	10.5
<b>Total Drivers</b>	<b>43,668</b>	<b>100.0</b>

Note: The sum of the numbers and percentages is greater than total drivers as more than one factor may be present for the same driver.



### Exhibit 18 - Vehicle Occupants Killed or Injured, by Age and Vehicle Type, 2011

Age (Years)	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motor- cycles	
Occupants Killed								
<5	156	118	1	0	3	278	0	278
5-9	106	134	0	1	5	246	2	248
10-15	216	189	1	2	27	435	16	451
16-20	1,830	967	11	1	55	2,864	224	3,088
21-24	1,540	846	30	4	46	2,466	450	2,916
25-34	2,095	1,602	67	3	87	3,854	936	4,790
35-44	1,251	1,316	134	7	81	2,789	878	3,667
45-54	1,257	1,444	191	11	73	2,976	1,022	3,998
55-64	1,037	1,151	144	8	54	2,394	782	3,176
65-74	912	810	42	7	41	1,812	231	2,043
>74	1,561	687	14	8	34	2,304	70	2,374
Unknown	20	8	0	2	0	30	1	31
Total	11,981	9,272	635	54	506	22,448	4,612	27,060
Occupants Injured								
<5	28,000	17,000	*	1,000	*	46,000	*	46,000
5-9	23,000	24,000	*	1,000	*	49,000	*	49,000
10-15	39,000	31,000	1,000	2,000	1,000	74,000	1,000	74,000
16-20	185,000	84,000	1,000	1,000	*	271,000	5,000	277,000
21-24	154,000	56,000	1,000	1,000	1,000	213,000	8,000	220,000
25-34	241,000	131,000	5,000	2,000	1,000	380,000	20,000	400,000
35-44	170,000	126,000	6,000	1,000	1,000	303,000	16,000	319,000
45-54	164,000	119,000	5,000	3,000	1,000	290,000	18,000	308,000
55-64	120,000	86,000	3,000	1,000	*	210,000	12,000	222,000
65-74	63,000	36,000	1,000	*	1,000	100,000	3,000	102,000
>74	53,000	18,000	*	*	*	72,000	*	73,000
Total	1,240,000	728,000	23,000	13,000	6,000	2,010,000	81,000	2,091,000

\*Less than 500.



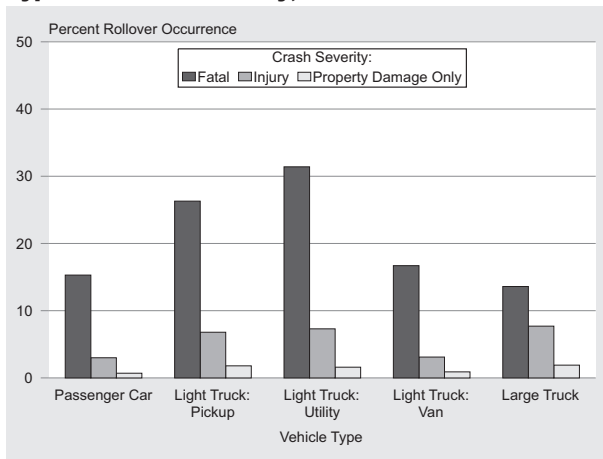
**Exhibit 19 - Percent Rollover Occurrence by Vehicle Type and Crash Severity, 2011**



Exhibit 20 - **Vehicle Occupants Killed or Injured,  
by Vehicle Type and Ejection, 2011**

Vehicle Type	Ejected*		Not Ejected		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>								
Passenger Car	2,253	18.8	9,701	81.0	27	0.2	11,981	100.0
Light Truck	3,238	34.9	6,006	64.8	28	0.3	9,272	100.0
Large Truck	157	24.7	475	74.8	3	0.5	635	100.0
Bus	9	16.7	45	83.3	0	0.0	54	100.0
Other/Unknown	294	58.1	203	40.1	9	1.8	506	100.0
<b>Total**</b>	<b>5,951</b>	<b>26.5</b>	<b>16,430</b>	<b>73.2</b>	<b>67</b>	<b>0.3</b>	<b>22,448</b>	<b>100.0</b>
<b>Occupants Injured</b>								
Passenger Car	4,000	0.3	1,236,000	99.7	****	****	1,240,000	100.0
Light Truck	7,000	0.9	722,000	99.1	****	****	728,000	100.0
Large Truck	1,000	3.0	22,000	97.0	****	****	23,000	100.0
Bus	***	0.1	13,000	99.9	****	****	13,000	100.0
Other/Unknown	2,000	30.5	4,000	69.5	****	****	6,000	100.0
<b>Total**</b>	<b>13,000</b>	<b>0.7</b>	<b>1,996,000</b>	<b>99.3</b>	<b>****</b>	<b>****</b>	<b>2,010,000</b>	<b>100.0</b>

\*Includes total and partial ejection.

\*\*Excludes motorcyclists.

\*\*\*Less than 500.

\*\*\*\*Not applicable.



### Exhibit 21 - Occupants Killed or Injured in Two-Vehicle Crashes, by Vehicle Types Involved, 2011

Vehicle Types Involved				Total Occupants Killed
Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	
Passenger Car	—	Passenger Car	—	1,593
Passenger Car	2,555	Light Truck	717	3,272
Passenger Car	1,125	Large Truck	17	1,142
Passenger Car	9	Motorcycle	873	882
Passenger Car	58	Bus	5	63
Passenger Car	53	Other/Unknown	39	92
Light Truck	—	Light Truck	—	1,225
Light Truck	887	Large Truck	41	928
Light Truck	9	Motorcycle	1,006	1,015
Light Truck	41	Bus	2	43
Light Truck	53	Other/Unknown	52	105
Large Truck	—	Large Truck	—	111
Large Truck	0	Motorcycle	179	179
Large Truck	1	Bus	7	8
Large Truck	1	Other/Unknown	19	20
Motorcycle	—	Motorcycle	—	75
Motorcycle	16	Bus	0	16
Motorcycle	43	Other/Unknown	1	44
Other/Unknown	—	Other/Unknown	—	27
Total Occupants Killed . . . . .				10,840
Vehicle Types Involved				Total Occupants Injured
Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	
Passenger Car	—	Passenger Car	—	453,000
Passenger Car	328,000	Light Truck	241,000	569,000
Passenger Car	28,000	Large Truck	7,000	34,000
Passenger Car	2,000	Motorcycle	21,000	23,000
Passenger Car	5,000	Bus	5,000	10,000
Passenger Car	1,000	Other/Unknown	1,000	2,000
Light Truck	—	Light Truck	—	192,000
Light Truck	19,000	Large Truck	5,000	23,000
Light Truck	1,000	Motorcycle	15,000	17,000
Light Truck	2,000	Bus	4,000	6,000
Light Truck	1,000	Other/Unknown	1,000	1,000
Large Truck	—	Large Truck	—	1,000
Large Truck	*	Motorcycle	1,000	1,000
Large Truck	*	Bus	1,000	1,000
Large Truck	*	Other/Unknown	*	*
Total Occupants Injured . . . . .				1,334,000

\*Less than 500.



## Exhibit 22 - Passenger Car and Light Truck Occupants Killed or Injured, by Age and Restraint Use, 2011

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	No.	%	No.	%	No.	%	No.	%
Occupants Killed								
<5	179	65.3	76	27.7	19	6.9	274	100.0
5-9	147	61.3	79	32.9	14	5.8	240	100.0
10-15	148	36.5	226	55.8	31	7.7	405	100.0
16-20	1,028	36.8	1,536	54.9	233	8.3	2,797	100.0
21-24	787	33.0	1,385	58.0	214	9.0	2,386	100.0
25-34	1,247	33.7	2,159	58.4	291	7.9	3,697	100.0
35-44	993	38.7	1,372	53.4	202	7.9	2,567	100.0
45-54	1,147	42.5	1,359	50.3	195	7.2	2,701	100.0
55-64	1,164	53.2	876	40.0	148	6.8	2,188	100.0
65-74	1,041	60.5	559	32.5	122	7.1	1,722	100.0
>74	1,548	68.9	543	24.2	157	7.0	2,248	100.0
Unknown	10	35.7	10	35.7	8	28.6	28	100.0
Total	9,439	44.4	10,180	47.9	1,634	7.7	21,253	100.0
Occupants Injured								
<5	40,000	88.0	2,000	5.0	3,000	7.0	46,000	100.0
5-9	41,000	86.7	3,000	5.6	4,000	7.7	47,000	100.0
10-15	61,000	86.4	5,000	7.6	4,000	6.0	70,000	100.0
16-20	221,000	82.1	24,000	9.1	24,000	8.8	269,000	100.0
21-24	173,000	82.1	18,000	8.4	20,000	9.5	210,000	100.0
25-34	312,000	83.8	24,000	6.6	36,000	9.7	372,000	100.0
35-44	246,000	83.0	15,000	4.9	36,000	12.1	296,000	100.0
45-54	249,000	88.2	12,000	4.4	21,000	7.4	282,000	100.0
55-64	184,000	89.3	5,000	2.5	17,000	8.2	206,000	100.0
65-74	88,000	90.0	3,000	2.9	7,000	7.0	98,000	100.0
>74	66,000	92.2	2,000	2.3	4,000	5.5	72,000	100.0
Total	1,680,000	85.3	113,000	5.8	175,000	8.9	1,968,000	100.0

Note: Restraint use is determined by police and may be overreported for survivors.



### Exhibit 23 - **Persons Killed or Injured in Crashes Involving Large Trucks, 2011**

<b>Killed</b>	<b>Number</b>	<b>Percentage of Total</b>
Occupants of Large Trucks	635	17
<i>Single-Vehicle Crashes</i>	403	11
<i>Multiple-Vehicle Crashes</i>	232	6
Occupants of Other Vehicles in Crashes Involving Large Trucks	2,695	72
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	427	11
<b>Total</b>	<b>3,757</b>	<b>100</b>
<b>Injured</b>	<b>Number</b>	<b>Percentage of Total</b>
Occupants of Large Trucks	23,000	26
<i>Single-Vehicle Crashes</i>	7,000	8
<i>Multiple-Vehicle Crashes</i>	15,000	17
Occupants of Other Vehicles in Crashes Involving Large Trucks	64,000	72
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	2,000	2
<b>Total</b>	<b>88,000</b>	<b>100</b>

Note: Totals may not equal sum of components due to independent rounding.



### Exhibit 24 - Principal Impact Points in Two-Vehicle Fatal Crashes Involving Large Trucks, 2011

Impact Point on Large Truck	Impact Point on Other Vehicle				
	Front	Left Side	Right Side	Rear	Total
Front	29%	18%	11%	6%	65%
Left Side	8%	1%	0%	0%	9%
Right Side	5%	1%	0%	0%	6%
Rear	18%	1%	1%	0%	19%
Total	60%	21%	12%	6%	100%

Note: Totals may not equal sum of components due to independent rounding.



## Exhibit 25 - **Speeding Drivers in Fatal Crashes by Age and Sex, 2011**

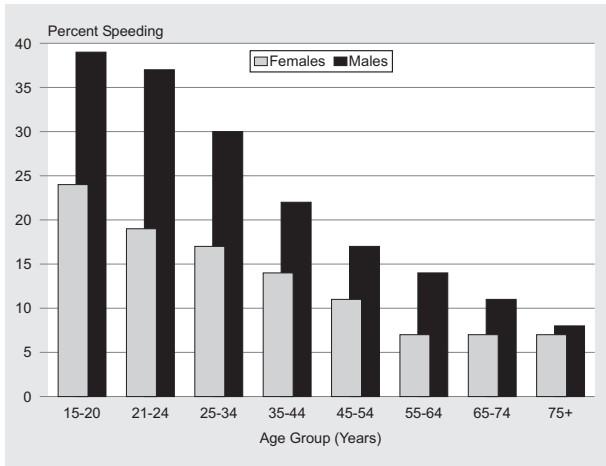




Exhibit 26 - **Lives Saved, 1975-2011**

Year	Lives Saved					Additional Lives That Would Have Been Saved at 100% Use	
	Passenger Vehicle Restraints			Motor-cycle Helmets	21-Year-Old Drinking Age*		
	Child Restraints	Safety Belts	Frontal Air Bags			Safety Belts	Motor-cycle Helmets
1975	36	978	0	823	412	13,301	1,164
1976	20	796	0	788	436	13,851	1,189
1977	35	682	0	970	474	14,460	1,472
1978	25	679	0	900	509	15,541	1,588
1979	49	594	0	885	575	15,726	1,676
1980	49	575	0	871	595	15,730	1,744
1981	69	548	0	843	633	15,222	1,667
1982	75	678	0	816	578	13,250	1,528
1983	105	809	0	735	609	12,913	1,450
1984	126	1,197	0	813	709	13,227	759
1985	153	2,435	0	788	701	12,508	764
1986	166	4,094	0	807	840	12,728	751
1987	213	5,141	2	667	1,071	12,678	697
1988	248	5,959	5	622	1,148	12,674	644
1989	238	6,333	8	561	1,093	12,256	553
1990	222	6,592	37	655	1,033	11,761	541
1991	253	6,838	71	595	941	10,812	467
1992	292	7,020	108	641	795	10,195	323
1993	313	7,773	190	671	816	10,212	336
1994	420	9,219	309	625	848	9,507	339
1995	408	9,882	536	624	851	9,781	326
1996	480	10,710	783	617	846	9,459	324
1997	444	11,259	973	627	846	9,096	315
1998	438	11,680	1,208	660	861	8,690	369
1999	447	11,941	1,491	745	901	8,809	396
2000	479	12,882	1,716	872	922	8,245	478
2001	388	13,295	1,978	947	927	8,016	558
2002	383	14,264	2,324	992	922	6,837	576
2003	447	15,095	2,519	1,173	918	6,151	651
2004	455	15,548	2,660	1,324	927	5,874	673
2005	424	15,688	2,752	1,554	882	5,667	731
2006	427	15,458	2,824	1,667	888	5,468	756
2007	388	15,223	2,800	1,788	831	5,048	805
2008	286	13,312	2,557	1,836	716	4,171	827
2009	307	12,763	2,387	1,486	626	3,700	733
2010	303	12,582	2,315	1,556	552	3,353	708
2011	263	11,949	2,204	1,617	533	3,384	703
Total	9,874	292,471	34,757	35,161	28,765	370,301	29,581

\*Estimated reductions in deaths that resulted from the presence of laws establishing a minimum legal age of 21 years for the consumption of alcoholic beverages.



□













U.S. Department  
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**National Highway  
Traffic Safety  
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